

RAILROAD COMMISSION OF GEORGIA.
ATLANTA, GA., March 1st, 1887.

CIRCULAR No. 82.

STANDARD FREIGHT AND PASSENGER TARIFFS, Rules and Classification, —OF THE— RAILROAD COMMISSION OF GEORGIA.

and after May the 1st, 1887, the following Tariffs, Rules and Classification will take effect. All Tariffs, Rules and Classifications in conflict herewith are hereby repealed.

1. GENERAL RULES.

1. PROCEEDINGS BEFORE THE COMMISSION.—All complaints made to the Railroad Commission of alleged grievances, must plainly and distinctly set forth the grounds of complaint; the items being numbered, and objections all set forth in writing. In like manner all defenses must be distinctly set forth in writing, and the items numbered as above stated.

These specifications, whether of complaint or defense, may be accompanied, if the parties desire, by any explanation or argument, or by any suggestion as to the proper remedy or policy. The parties may also be heard in person or by attorney, or by written argument, upon such written statement being first filed.

2. MONTHLY REPORTS.—Each Railroad Company doing business within the State of Georgia shall file in the office of the Commissioners on or before the 20th day of each month, a report of its earnings and expenses for the month preceding, upon a printed form (A).

3. POSTING TARIFFS.—Each Railroad Company doing business within the State of Georgia, shall post and keep posted at each of its respective stations, in a conspicuous place, a copy of the schedules of freight and passenger rates prescribed for said road by the Commission, together with a copy of the Commission's Classification, and a Table of Distances between all stations, giving name of each station. And when any change in said schedule of rates or classification is made, either by the Commission or by any Railroad Company, a copy of said change shall be immediately furnished the office of the Commissioners and shall also be posted, in the same manner as the above.

4. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

STANDARD FREIGHT TARIFF.

CLASSES.

DISTANCE MILES	PER 100 POUNDS.										Per Barre 100 lbs.
	1	2	3	4	5	6	A	B	C	D	
10	16	14	13	10	9	8	8	8	4	9	28
20	20	18	16	14	12	10	10	10	6	12	35
30	24	21	19	17	14	12	11	11	6	14	38
40	27	24	22	20	16	12	12	12	6	16	43
50	30	27	25	22	18	13	13	13	7	18	45
60	33	30	27	24	19	14	14	14	7	19	49
70	36	33	29	26	20	15	15	15	8	20	53
80	39	36	31	28	21	16	16	16	8	21	54
90	42	38	33	29	22	17	17	17	9	22	59
100	45	40	35	30	23	18	18	18	9	23	63
110	48	42	37	31	24	19	19	19	10	24	67
120	51	44	39	32	25	20	20	20	10	25	70
130	54	46	41	35	26	21	21	21	11	26	73
140	57	48	43	36	27	22	22	22	11	27	74
150	60	50	45	38	28	23	23	23	12	28	81
160	62	52	46	38	29	24	24	24	12	29	84
170	64	54	47	39	30	25	25	25	13	30	87
180	66	55	48	39	31	25	25	25	13	31	88
190	68	56	49	39	32	26	26	26	14	32	90
200	70	58	50	40	32	27	27	27	15	32	93
210	71	60	51	41	33	28	28	28	15	33	94
220	72	61	52	42	33	28	28	28	16	33	98
230	73	62	53	43	34	29	29	29	16	34	101
240	74	63	54	44	34	29	29	29	17	34	104
250	75	70	55	45	35	30	30	30	17	35	105
260	76	71	56	46	35	30	30	30	18	35	106
270	77	72	56	46	36	31	31	31	18	36	108
280	78	72	57	47	36	32	32	32	19	36	112
290	79	72	57	47	37	32	32	32	20	37	114
300	80	73	58	48	38	33	33	33	20	38	116
310	81	73	58	48	38	33	33	33	21	38	116
320	82	74	59	49	39	34	34	34	21	39	119
330	83	74	59	49	39	34	34	34	22	39	119
340	84	74	59	49	39	34	34	34	22	39	119
350	85	75	60	50	40	35	35	35	23	40	122
360	85	75	60	50	40	35	35	35	23	40	122
370	85	75	60	50	40	35	35	35	23	40	122
380	88	76	61	51	41	36	36	36	23	41	125
390	88	76	61	51	41	36	36	36	23	41	125
400	88	76	61	51	41	36	36	36	23	41	125
410	91	77	62	52	42	37	37	37	24	42	128
420	91	77	62	52	42	37	37	37	24	42	128
430	91	77	62	52	42	37	37	37	24	42	128
440	94	78	63	53	43	38	38	38	25	43	131
450	94	78	63	53	43	38	38	38	25	43	131
460	94	78	63	53	43	38	38	38	25	43	131

STANDARD FREIGHT TARIFF.

CLASSES.

DISTANCE MILES	PER 100 POUNDS.		PER TON.		PER CAR LOAD.		Per 100 lbs
	J	K	L	M	N	O	
10	10	5	50	80	10 00	8 00	5
20	13	6	60	90	12 00	10 00	6
30	15	7	70	1 00	15 00	11 00	7
40	17	8	80	1 10	18 00	12 00	8
50	19	8	90	1 20	20 00	13 00	9
60	21	9	95	1 30	22 00	14 00	10
70	22	9	1 00	1 40	24 00	15 00	11
80	23	9	1 10	1 50	26 00	16 00	12
90	24	9	1 15	1 60	28 00	17 00	13
100	25	10	1 20	1 70	30 00	18 00	14
110	26	10	1 25	1 80	32 00	19 00	15
120	27	10	1 30	1 90	34 00	20 00	16
130	28	10	1 35	2 00	36 00	21 00	17
140	29	11	1 40	2 10	38 00	22 00	18
150	30	11	1 50	2 20	40 00	23 00	19
160	31	12	1 60	2 25	41 00	24 00	20
170	32	12	1 70	2 30	42 00	25 00	21
180	33	12	1 80	2 35	43 00	26 00	22
190	34	13	1 90	2 40	44 00	27 00	23
200	35	13	2 00	2 45	45 00	28 00	24
210	36	13	2 10	2 50	46 00	29 00	25
220	37	14	2 20	2 55	47 00	30 00	26
230	38	14	2 30	2 65	48 00	31 00	27
240	39	14	2 40	2 65	49 00	32 00	28
250	40	15	2 50	2 75	50 00	33 00	29
260	41	15	2 60	2 75	51 00	34 00	30
270	42	15	2 70	2 85	52 00	35 00	31
280	43	16	2 80	2 85	53 00	36 00	32
290	44	16	2 90	2 95	54 00	37 00	33
300	45	16	3 00	2 95	55 00	38 00	34
310	46	17	3 10	3 05	56 00	39 00	35
320	47	17	3 20	3 05	57 00	40 00	36
330	48	17	3 30	3 15	58 00	41 00	37
340	49	17	3 40	3 15	59 00	42 00	38
350	50	17	3 50	3 25	60 00	43 00	39
360	51	17	3 60	3 25	61 00	44 00	40
370	52	17	3 70	3 25	62 00	45 00	41
380	53	18	3 80	3 35	63 00	46 00	42
390	54	18	3 90	3 41	64 00	47 00	43
400	55	18	4 00	3 41	65 00	48 00	44
410	56	19	4 10	3 54	66 00	49 00	45
420	57	19	4 20	3 54	67 00	50 00	46
430	58	19	4 30	3 64	68 00	51 00	47
440	59	20	4 40	3 64	69 00	52 00	48
450	59	20	4 50	3 64	70 00	53 00	49
460	60	20	4 60	3 64	71 00	54 00	50

STANDARD PASSENGER TARIFF.

FOR PASSENGERS.	CENTS PER MILE.		
	CLASS A.	CLASS B.	CLASS C.
Twelve years old and over	3	4	5
Over five years and under twelve years of age	1 1/2	2	2 1/2

RELATION OF RAILROAD COMPANIES

TO THEM

FREIGHT & PASSENGER TARIFFS

The Railroad Companies doing business within the State of Georgia will be allowed to apply the above

STANDARD FREIGHT AND PASSENGER TARIFFS

For the transportation of Freights and Passengers in accordance with the following Table:

NAME OF ROAD.	PASSENGER CLASS.	RATES OF FREIGHT ALLOWED.
Alabama Great Southern.	A	Fertilizers. See Note A. Apply Standard Tariff to all other Classes.
Americus, Preston and Lumpkin.	B	Add twenty-five (25) per cent. to all Classes.
Atlanta and West Point R.R.	A	To Classes 1, 2, 3, 4, 5, 6, A, E, G, H and K—add 20 per cent. Fertilizers—See Note A. C, D and F. See Note B. Apply Standard Tariff to all other Classes.
Augusta, Gibson and Savannah.	A	Add twenty-five (25) per cent. to all Classes.
Augusta and Knoxville.	A	To Classes 1, 2, 3, 4, 5, 6, A, E, G, H—add 30 per cent. Fertilizers—See Note A. C, D and F. See Note B. Apply Standard Tariff to all other Classes.
Beuna Vista and Ellaville.	B	Add twenty-five (25) per cent. to all Classes.
Brunswick and Western.	A	To Classes 1, 2, 3, 4, 5, 6, A, E, G, H—add as follows: Between 0 and 40 miles, 50 per cent. Between 40 and 70 miles, 40 per cent. Between 70 and 100 miles,

12. The rates specified for Ores, Sand, Clay, Rough Stone, Common Brick, Bone, Lumber, Shingles, Laths, Staves, Empty Barrels, Wood, Straw, Shucks, Hay, Fodder, Corn in ear, Tan-bark, Turpentine, Rosin, Tar, Household Goods, are maximum rates, but the roads are left free to reduce them at discretion, and all such rates are exempted from the operation of Rule 6. Any complaints as to such rates will, on presentation, be duly considered.

13. Shippers of car loads in Classes L, M, N, O, P, and Naval Stores may be required to pay the cost of loading and unloading.

14. EXTRA HANDLING.—The charge for handling extra heavy articles, may be as follows, viz:

Under 2,000 pounds, no charge for extra handling.	
For 2,000 pounds and under 3,000 pounds	\$ 3 00 for extra handling.
For 3,000 " " " 4,000 pounds	5 00 for extra handling.
For 4,000 " " " 5,000 pounds	7 00 for extra handling.
For 5,000 " " " 6,000 pounds	8 00 for extra handling.
For 6,000 " " " 7,000 pounds	10 00 for extra handling.
For 7,000 and over, in proportion.	

15. FERTILIZERS.—This term embraces the following and like articles, when intended to be used as Fertilizers: Ammonia Sulphate, Bone Black, Bones ground or dissolved, Castor Pomace, or Fish Scrap, Guanos, Alto Vella, Fish, Navarro, Navarro Lump, Peruvian, Soluble Pacific, Nitrate Cake, Plaster of Paris, Potash—German Salts of, Murate of, Sulphate of—Salt Cake, South Carolina Lump and Ground Phosphate, Soda—Nitrate of and Sulphate of—Tank Stuff, etc.

16. Vehicles designed for transportation at carrier's risk must be properly protected by the shipper with sufficient covering or packing from all liabilities to injury from fire, weather, chafing, or other injury.

17. In no case shall the amount collected on L. C. L. shipments exceed the charge per car load for the same class of goods.

18. Railroad companies are not required to receive cotton or other merchandise and warehouse the same unless the articles offered are in good shipping condition, well prepared by the shipper with proper packing and intelligent, plain marking, and accompanied with orders for immediate shipping.

19. CAR LOAD RATES apply to a shipment of car load or more, made by one shipper, at one time, to one and the same point of delivery, to the same consignee, although the same may, in fact, be carried by the transportation company to the point of delivery in lots less than the amount recognized as a car load.

ESTIMATED WEIGHTS.

20. Lumber, Coal, Lime, Brick, Stone, and all articles for which estimated weights are given in Classification (except Live Stock, Ale and Beer, and empty Ale and Beer packages, L. C. L.), will be taken at actual weight when the weight can be ascertained, but when the weight cannot be ascertained, will be charged at the following estimated weights. This not to interfere, however, with the duty of Receiving Agent to weigh, if possible, and correct to actual weight:

To be used when actual weights cannot be ascertained.

Per 1,000 ft.	Shingles, green	per 1,000	350 lbs.
White Pine and Poplar, thoroughly seasoned	Shingles, dry	"	300 "
3,000 lbs.	Lath, green	"	530 "
White Pine and Poplar, green	Lath, dry	"	450 "
4,000 "	Tan Bark, green	per cord	2,600 "
Yellow Pine, Black Walnut, Ash, seasoned	Tan Bark, dry	"	2,000 "
4,000 "	Wood, green	"	3,500 "
Yellow Pine, Black Walnut, Ash, green	Wood, dry	"	3,000 "
4,500 "	Fence Posts and Rails	"	3,500 "
Oak, Hickory, Elm, seasoned	and Telegraph Poles, "	"	3,500 "
4,500 "	Clay	per cubic yd.	3,000 "
Oak, Hickory, Elm, green	Sand	"	3,000 "
6,000 "	Gravel	"	3,200 "
All other kinds Lumber, seasoned 4,000 "	Stone, undressed	per cubic ft.	160 "
All other kinds Lumber, green	Lime	per bushel	80 "
6,000 "	Cool	"	80 "
Hoop-poles, Staves and Heading, dry, car loaded to depth of 50 inches	Coke	"	40 "
24,000 lbs.	Portland Cement	per barrel	400 "
Hoop-poles, Staves and Heading, green, car loaded to depth of 43 inches	Other Cements	"	300 "
24,000 "			

LIVE STOCK, ETC.

To be fed by owner, or at his expense. Weight estimated as follows, until amount charged shall equal car-load rates in less than car loads:

One Horse, Mule, or Horned Animal	EACH.
2,000 lbs.	
Two Horses, Mules, or Horned Animals	EACH.
3,500 lbs.	
Each additional Horse, Mule or Horned Animal	EACH.
1,000 lbs.	
Stallions, Jacks and Bulls	EACH.
3,000 lbs.	
Yearling Cattle	EACH.
1,000 lbs.	
Calves and Sheep	EACH.
175 lbs.	

21. In cases in which the classification of any article is lowered by a percentage, companies which are allowed an increase on the Tariff must apply the increase allowed to the reduced classification.

22. When any article is too bulky to put in a box car, it shall be subject to special contract.

23. WEIGHTS.—A ton is 2,000 pounds. A car load is 20,000 pounds, unless otherwise specified. For loads above 20,000 pounds, *pro rata* at car load rates.

24. The regulations of the railroads as to demurrage or detention of cars are matters of police, with which the Commission will only interfere upon complaint of abuse.

25. A charge of no more than two dollars per car will be allowed for switching or transferring a car from any point on any road to any connecting road or warehouse within a space of three miles from starting point, without regard to weight or contents.

When, in the transfer of a car between said points it is necessary to pass over the line of any intermediate road or roads, the maximum charge of two dollars shall be equitably divided between the roads at interest.

When a charge is made for the transfer of loaded cars between said points, no additional charge shall be made for the return of the empty cars.

26. The terminal facilities of a Railroad Company, such as depots, sidetracks, platforms, buildings, turn tables, etc., cannot be used by another Railroad Company for any purpose without the consent of the owners.

EXPLANATORY NOTES.

1. In the "Commissioners' Standard Freight Tariff," under the Class, opposite to the distance, if it ends in 0 (and if not, then opposite the next greater distance), will be found the rate required. EXAMPLE: To find the rate for 247 miles on a box of clothing weighing 100 pounds: Opposite the word clothing, in the Classification, is seen its Class (1); in the Freight Tariff, under Class 1, opposite the next greater distance, 250 miles, is seen the rate 75 cents; in the column "Miles," 10 signifies 10 miles or under—20, twenty miles or over 10, and so on.

2. CHARACTERS.

1 represents First Class.
2 represents Second Class.
3 represents Third Class.
4 represents Fourth Class.
5 represents Fifth Class.
6 represents Sixth Class.
1 1/2 represents 1 1/2 times First Class.
D 1 represents Double First Class.

3 T 1 represents Three Times First Class.
4 T 1 represents Four Times First Class.
A, B, C, D, E, F and H, &c., represent Classes A, B, C, D, E, F and H, &c., respectively.
L. C. L. represents Less than Car Load.
C. L. represents Car Load.
N. O. S. represents Not Otherwise Specified.

3. Articles not enumerated will be classed with similar or analogous articles.

4. To ascertain the rates allowed any company or any class, apply the PERCENTAGES indicated. For instance: The percentage allowed the Savannah Division of the C. R. R. on First Class for ten miles, is 50 per cent., which would be as follows: First Class rate, 16 cents per 100 lbs., 50 per cent. added, (8 cents), equal 24 cents per 100 lbs., the rate allowed.

RULE FOR COMPUTING FRACTIONS.

5. When any rate in any Class in the Standard Tariff is raised or lowered by a per cent. the following rules must be observed:

FIRST.—If the rate thus raised or lowered is in either of Classes C, D, F, J, or K, the fraction of a half cent must be retained, as the following examples will indicate:

Ex. 1.—Standard Rate . . . 6.5
25 per cent. added . . . 1.6
Total 8.1 from which deduct fraction, leaving desired rate of 8 cents.

Ex. 2.—Standard Rate . . . 9.5
20 per cent. added . . . 1.9
Total 11.4. Substituting 5 for the fraction, the desired rate is 11.5 cents.

Ex. 3.—Standard Rate . . . 8
20 per cent. added . . . 1.6
Total 9.6. Substituting .5 for the fraction, the desired rate is 9.5 cents.

Ex. 4.—Standard Rate . . . 5.5
25 per cent. added . . . 1.3
Total 6.8. Adding a unit instead of a fraction, the desired rate is 7 cents.

SECOND.—If the rate thus raised or lowered be in any other Class than those already mentioned, omit fractions of less than half a cent and estimate half a cent or more as one cent.

Thus: Ex. 1.—Standard Rate . . . 17.
20 per cent. added . . . 3.4
Total 20.4. Deducting the fraction, the desired rate is 20 cents.

Ex. 2.—Standard Rate . . . 18.
20 per cent. added . . . 3.6
Total 21.6. Estimating the fraction as a unit, the desired rate is 22 cents.

THIRD.—In making reductions, observe the same manner of placing figures before deducting the percentage.

6. A car load of lumber (and all articles embraced in lumber), is 22,500 pounds.

7. A car load of any article enumerated in Class P, (except lumber and articles included in lumber), is 25,000 pounds—shippers to load and unload.

8. Narrow gauge railroads, in fixing rates on all freights where a rate per car load is given, will count 15,000 pounds for a car load, and estimate their charge *pro rata* with rate allowed on standard gauge.

The following extracts from the laws of the State, on the subject of transportation of passengers and freight by Railroad Companies, are here inserted, as relating to matters of general interest:

A

Railroad companies are common carriers, and liable as such. Code of Georgia, Section 2088.

B

A common carrier is bound to receive all goods and passengers offered that he is able and accustomed to carry, upon compliance with such reasonable regulations as he may adopt for his own safety and the benefit of the public. Code, Section 2070.

C

Carriers of passengers may refuse to admit or may eject from their conveyances, all persons refusing to comply with reasonable regulations, or guilty of improper conduct, or of bad, dissolute, doubtful or suspicious characters. So they may refuse to convey persons seeking to interfere with their own business or interest. Code, Section 2082.

D

A carrier of passengers is bound to extraordinary diligence on behalf of himself and his agents, to protect the lives and persons of his passengers. But he is not liable for injuries to the person after having used such diligence. Code, Section 2067.

E

The carrier of passengers is responsible only for baggage placed in his custody, yet a passenger cannot relieve himself from liability for freight by assuming to take care of his own baggage. Code, Section 2071.

F

It is the duty of the railroad company to cause their conductors, agents or employees, to be provided with checks so as to check all trunks or separate baggage of passengers from station to station on their roads when required. And it is the duty of the conductor of every passenger train to cause upon application to him all trunks and baggage to be checked from any station to any point of destination on their road, or any road running under the control of the company of which he is conductor. The carrier of passengers has a lien on the baggage, not only for its freight, but for the passenger's fare. Code, Section 2079.

G

A carrier of passengers may limit the value of the baggage to be taken for the fare paid. In case of loss, however, and though no extra freight has been demanded or paid, the carrier is responsible for the value of the baggage lost; provided, the same be only such articles as a traveler for business or pleasure would carry for his or her own use. Code, Section 2081.

H

Railroad companies shall keep in each passenger car, or in any car in which passengers are transported, an adequate supply of good, pure drinking water, at all hours during the day or night, and lights during the night for the use of passengers. Any conductor or agent of said roads being requested by any passenger to furnish a sufficient supply of water to the passengers in each car, and light at night, and shall pass any depot or station without so doing, shall be liable to be indicted in any county through which the road runs, and upon conviction, shall be punished as prescribed in Section 4310 of the Code. Code, Section 4585.

I

All common carriers of passengers for hire in this State shall furnish like and equal accommodations to all persons without distinction of race, color or previous condition. Code, Section 4586.

J

The conductors of all trains carrying passengers in this State are invested with all the powers, duties and responsibilities of police officers, while on duty on their trains. They may eject all persons gambling or guilty of disorderly conduct, or using profane or vulgar language, and may command the assistance of the employees of the company, and of the passengers on the train, to assist in the removal of such offending person or persons. Code, Section 4586 (a).

K

Whenever any passenger train on any railroad in this State shall be more than one-half hour behind its schedule time when it passes a depot at which there is a telegraph operator, and during the hours that such operator is required to be on duty, it shall be the duty of such railroad company to keep posted at every succeeding telegraph station along its line the time such train is behind its schedule. Provided, that such bulletin shall not be required to be posted at any station until one-half hour before the regular schedule time at which such train is to arrive at the station at which such bulletin is required to be kept. Acts 1884-5, p. 119.

L

The carrier is bound to extraordinary diligence. In cases of loss the presumption is against him, and no excuse avails him unless it was occasioned by the act of God, or the public enemies of the State. Code, Section 2066.

M

A common carrier cannot limit his legal liability by any notice given, either by publication or by entry on receipts given or tickets sold. He may make an express contract, and will then be governed thereby. Code, Section 2068.

N

A common carrier is bound not only for the safe transportation and delivery of goods, but also that the same be done without unreasonable delay. Code, Section 2073.

O

The responsibility of the carrier commences with the delivery of the goods either to himself or his agent, or at the place where he is accustomed or agrees to receive them. It ceases with their delivery at destination according to the direction of the person sending, or according to the custom of the trade. Code, Section 2070.

P

The carrier has a lien on the goods for the freight, and may retain possession until it is paid, unless this right is waived by special contract or actual delivery. This lien exists only when the carrier has complied with his contract as to transportation. He can recover *pro rata* for the actual distance transported when the consignee voluntarily receives the goods at an intermediate point. Code, Section 2077.

Q

The carrier may require the nature and value of the goods delivered to him to be made known, and any fraudulent acts, sayings or concealment by his customers will release him from liability. Code, Section 2080.

R

All freight bills or freight lists charged against or to be collected out of any person for whom a railroad shall carry freight in this State, shall contain the items of freight charged, in said bills or freight lists by some certain and specific description before they shall be collectable. Code, Section 2078.

S

Whenever any party shall deliver any freight to any railroad, steamboat or express company, in this State for transportation, it shall be the duty of the company on demand, to furnish the party so delivering a good and valid receipt for the same, which receipt shall specify the shipping mark or marks and numbers thereon, and the weight of such article whenever the value can be estimated by weight, and where the value cannot be thus estimated the receipt shall give a general description of such article, and shall specify as nearly as practicable the quantity or value thereof, and also the place of destination. A violation of this law constitutes a misdemeanor. Code, Section 4604.

T

All railroad companies in this State shall, on demand, issue duplicate freight receipts to shippers, in which shall be stated the class or classes of freight shipped, the freight charges over the road giving the receipt, and, so far as practicable, shall state the freight charges over other roads that carry such freight. When the consignee presents the railroad receipt to the agent of the road that delivers such freight, such agent shall deliver the article shipped on payment of the rate charged for the class of freights mentioned in the receipt. Code, Section 719 (m).

U

Where there are several connecting railroads under different companies, and the goods are intended to be transported over more than one railroad, each company shall be responsible only to its own terminus, and until delivery to the connecting road; the last company which has received the goods as "in good order," shall be responsible to the consignee for any damage (open or concealed), done to the goods, and such companies shall settle among themselves the question of ultimate liability. Code, Section 2084.

V

Railroads are required to switch off and deliver to any connecting road of the same gauge all cars consigned to points on or beyond such connecting road. Code Section 719 (g). They are also required at the terminus or any intermediate point, to receive from the connecting road, of same gauge, when offered, all cars consigned to any point on the road to which the same is offered, and transport said cars to their destination with reasonable diligence. Acts 1882-3, p. 145.

W

When any railroad company shall cause to be weighed cars loaded with freight to be shipped and charged for by the car load, such weighing shall be done by a sworn weigher, such as is provided under the laws of this State for the weighing of cotton, rice and other products. When cars are weighed singly, they shall be uncoupled at both ends, and weighed one at a time.

When lumber or other like article of freight, which from its length laps over from one car to another shall be transported, the company may cause two or three of such cars as loaded to be weighed together, after being uncoupled from other cars, and the aggregate weight shall be averaged. Provided, in such cases the shipper shall not pay less freight than the amount of freight due on full car loads. Acts 1882-3, p. 127.

X

No railroad corporation organized or doing business in this State shall make any unjust discrimination in its rates or charges of toll for the transportation of passengers, or freight of any description, or for the use and transportation of any railroad car on its said road, or upon any of the branches thereof, or upon any railroads connected therewith, which it has license to operate, control or use. Code Sec. 719 (d). Nor shall any railroad company discriminate in its rates or tariffs of freight in favor of any line or route connected with it as against any other line or route, nor when a part of its own line is sought to be run in connection with any other route, shall such company discriminate against such connecting line, or in favor of the balance of its own line, but shall have the same rates for all, and shall afford the usual and like customary facilities for interchange of freights to patrons of each and all lines alike. Code Sec. 719 (s).

The *Proviso* to the first section of the Inter-State Commerce Law reads as follows: *Provided, however, That the provisions of this act shall not apply to the transportation of passengers or property, or to the receiving, delivering, storage, or handling of property, wholly within one State, and not shipped to or from a foreign country from or to any State or Territory as aforesaid.*

CLASSIFICATION.					
Agricultural Implements, C. L., not less than 24,000 pounds, owners to load and unload.	4	6	Mowing and Reaping Machines, Binders and Harvesters, whether combined or separate, set up	1 1	1
			Mowers, Lawn	2	3
AGRICULTURAL IMPLEMENTS, L. C. L., AS FOLLOWS:	1 1	1	Planters, Corn and Cotton, K. D., in bundles or boxes	2	8
			Planters, Corn and Cotton, set up	1 1	1
Cleaners, Cotton Seed	1 1	1	Plow Handles, and other Wood, in shape for Implements, boxed, crated or bundled	4	6
Condensers and Feeders, Cotton Gin	2	3	Plow Irons, same as Mold Boards, over 20 pounds each	4	4
Cradles, Grain, set up	3	T 1	Plow Plates, Points, Wings, Castings and Steel, same as Bar Iron	1 2	1
Cradles, Grain, K. D., in bundles or boxed	1	2	Plows, Gang and Sulky	3	T 1
Crushers, Corn and Cob	3	8	Plows, set up, N. O. S.	1	D 1
Cultivators, K. D., packed	1	2	Plows, N. O. S., K. D.	1	D 1
Cultivators, set up	3	T 1	Presses, Hay and Cotton, set up	4	1
Cutters, Ensilage, Straw and Hay, set up	1 1	1	Presses, Hay and Cotton, K. D.	4	6
Cutters, Ensilage, Straw and Hay, K. D. and packed	1 1	1	Presses, N. O. S. See presses	3	8
Distributors, Guano, set up	1 1	1	Rakes, Hand, in bundles	3	8
Distributors, Guano, K. D.	1 1	1	Rakes, Horse, set up	D 1	1 1
Drills, Grain, set up	1 1	1	Rakes, Horse, K. D.	1	1
Drills, Grain, K. D., packed	1 1	1	Rollers, Field and Road	3	6
Drummers, Bran, set up	3	T 1	Rollers, Sugar	3	6
Drummers, Bran, K. D., packed	2	3	Scrapers, Road and Pond	3	4
Elevators, Hay	1 1	1	Scythes, in bundles	1	2
Evaporators	D 1	1 1	Scythes, in boxes	2	2
Fans, Wheat	3	T 1	Scythes Snaths	1	2
Feeders and Condensers, Cotton Gin. See Condensers	3	8	Separators. See Threshers, Agricultural Implements	1	2
Forks, Hay and Manure	3	8	Shellers, Corn	1	2
Furnaces, Evaporator	2	3	Shovels and Spades, in bundles	8	1
Furrows, Cotton	3	8	Spreaders, Manure, set up	1	2
Harrows and Harrow Frames, furrow Teeth, packed	4	4	Spreaders, Manure, K. D., boxed	2	2
hoes, in bundles	3	8	Sulky Plows. See Plows, Agricultural Implements	3	8
hoes, without handles, in barrels or casks	4	4	Threshers and Separators	3	T 1
orse Powers, K. D.	2	3	Trains, Sugar	8	T 1
orse Powers, Railroad or Endless Chain	1 1	1	Wheelbarrows, Iron	8	1
rollers, Cotton Seed and Clover	D 1	1	Wheelbarrows, Railroad	1 1	1
rollers, Cotton Seed and packed	2	2	Wheelbarrows, Wood, set up	D 1	1
rollers, Hay, packed	2	2	Wheelbarrows, Wood, K. D. and packed or bundled	8	8
rollers, Hemp	1	2	A		
rollers, Smut	8	8	Accountments, Military	1	2
rollers, N. O. S. See Machines	3	T 1	Acids, N. O. S.	D 1	1
Rollings, Purifiers	3	T 1	Acids, Carbolic	3	4
Rolls, Burr-stone, Portable	8	8	Acids, Dry	1	2
Rolls, Cane, Corn, Hominy and Sorghum	8	4	Acids, Muratic and Sulphuric, in carboys, boxed, L. C. L.	D 1	2
Rolls, Fan	3	T 1	Acids, Muratic and Sulphuric, in carboys, boxed, C. L.	2	4
Rolls, Fan, K. D.	1 1	1	Acid, Sulphuric, in iron casks	8	6
Rolls, with Trains, Sugar	3	T 1	Acid, Sulphuric, in tank cars	6	6
Rolls, N. O. S.	2	2	Alcohol, same as Whisky	1	2
Mowing and Reaping Machines, Binders and Harvesters, whether combined or separate, K. D.	2	4	Ale and Beer, in wood, estimated weights: bbl. 350 lbs., half bbl. 180 lbs., quarter bbl. 100 lbs., eighth bbl. 60 lbs., L. C. L.	4	E
L. C. L.	2	4	Ale and Beer, in wood, estimated weights as above U. L.	4	E
Quarterly boxed, C. L., 20,000	1	6	Ale, Beer and Minerals, Bbls., half Bbls. or Kegs, empty. See Barrels	3	8
			Barilla, Barck and Cob Mills	6	6
			Bark, Ground, in bags or bbls.	6	6
			N. O. S.	6	6
			Bark, Tan, in sacks	6	6
			Bark, Tan, C. L. See Tan Bark	6	6
			Barley, L. C. L.	D	6
			Barley, C. L.	D	6
			Barley, Pearl	3	8
			Barrel and Box Material, C. L., same as Lumber	6	6
			Barrel and Box Material, L. C. L.	6	6
			Barrels, half Barrels and Kegs, empty, except Ale and Beer. See Circular 40	R	8
			Barrels, half Barrels and Kegs, empty, Ale and Beer, estimated weights: barrel 60 lbs., half barrel 50 lbs., keg 30 lbs.	E	6
			Barrels, Lime or Flour, estimated weight 25 lbs.	6	6
			Barrels, Paper, in nests, packed	2	

Crockery, same as Earthenware Croquet Sets, in boxes . . . 2 Cross Arms. See Telegraph Crow Bars. See Iron Crucibles Crushers. See Agricultural Imp. Crystals, Washing Cultivators. See Agricultural Implements Cutlery. See Fruit Cutlery Cutters. See Agricultural Imp.	D Dates. See Fruit Deer, boxed . . . 3 T 1 Deer Skins, pressed in bales . . . 2 Deer Tongues, in barrels or boxes . . . 8 Deer Tongues, in bales . . . 8 Demijohns. See Glass Denims. See Domestic Dessicated Meats and Vegetables Detergent Disinfectants, in glass, packed Disinfectants, N. O. S., in barrels Distributors. See Agricultural Implements Domestic, Denims, Sheetings, Shirtings, Tickings, Jeans, Checks, Cotton Rope, Thread, Yarns, and other factory pro- ducts Doors, Iron. See Iron Doors and Frames. See Blinds Drills, Grain. See Agricultural Implements Drugs and Medicines, N. O. S. Drums . . . 3 T 1 Dry Goods, N. O. S. . . . 1 Dry Goods, in boxes or bales . . . 1 Dry Goods, in trunks. See Trunks Duck, Cotton . . . 1 Duck, Iron. See Iron Duck, in barrels . . . 3 Dye (Liquid) or Wood, Liqueur, in barrels . . . 3 Dye Stuff, in boxes or barrels . . . 1 Dye Woods, in boxes or barrels . . . 1 Dye Woods, in stick . . . 4	E Earthenware, Jugware or Stone- ware, loose . . . 1 Earthenware, Jugware or Stone- ware, in boxes, barrels or casks . . . 2 Earthenware, Jugware or Stone- ware, in crates or hogheads . . . 4 Earthenware, Jugware or Stone- ware, loose, C. L., 20,000 lbs . . . 4 Common Jugware, C. L. . . . 0 Egg Cases and Crates. See Boxes Eggs, packed . . . 1 Electric Light Carbons, packed, C. L. . . . 2 Electric Light Carbons, packed, C. L. . . . 2 Elevators. See Agricultural Imp. Emery, value 4 cents per pound Emery, N. O. S. . . . 2 Engines, Boilers or any part of Engines or Machinery, C. L., not less than 24,000 pounds to be charged for. See Rule 14 Engines, Caloric, Fire, Portable and Stationary. See Rule 14 Equipage (Military), Camp, Gar- rison and Horse . . . 1 Essences. See Extract Evaporators. See Agricultural Implements Excelsior, pressed, in bales . . . 4 Exhibitors. See Wire Work Explosives. See Powder Extinguishers, Fire, hand, glass or grenade, packed . . . 1 Extinguishers, Fire, on wheels . . . 1 Extract Bark, for tanning in wood . . . 6 Extract Bark, for tanning in glass, packed . . . 2 Extract of Indigo, in barrels . . . 3 Extract of Logwood . . . 3 Extract of Logwood, Dry, C. L. Extract of Malt, in glass, packed, same as Ale . . . 4 Extract, or Essence, of Coffee . . . 2 Extract and Essences, N. O. S. . . . 1	F Facing, Iron and Coal, in barrels Fans, in boxes . . . 1 Fans, Palm Leaf, pressed . . . 1 Fans, Wheat. See Agricultural Implements Farina . . . 2 Faucets, boxed . . . 1 Feathers . . . 1 Feeders. See Agricultural Imp. Fellows. See Vehicles Felt Roofing. See Roofing Felting . . . 2 Fence, Wire and Wood, (com- bination) . . . 6 Fencing. See Iron Fertilizers, C. L., Class M., plus 20 per cent. Rule 1 . . . 1 Fertilizers, L. C. L., 20 per cent. higher than Class K. Rule 1 . . . 1 Figs, in drums . . . 1 Figs, in casks or boxes . . . 2 Figures. See Images Filters. See Coolers Finding Shoe . . . 1 Fire Arms . . . 1 Firecrackers . . . 1 Fireworks, (so marked) Fire Extinguishers. See Extingu- ishers Fish, N. O. S., in cans, boxed . . . 4 Fish, Pickled or Salted, in bar- rels, half barrels or kegs . . . 6 Fish, Dry Salted, etc., packed . . . 6 Fish, Fresh, in C. L., prepaid Fish, Fresh, C. L., prepaid Fish, Sardines and other Small Fish, canned, in pickle or oil, packed . . . 2 Fish, Smoked, in boxes . . . 2 Fishing Rods . . . 1 Fittings, Iron, Pipe, in boxes . . . 2 Fittings, Iron, Pipe, in kegs, casks or barrels . . . 6 Fittings, Iron, Pipe, in bundles, wired . . . 1 Fixtures, Gas, packed . . . 2 Fixtures, Grate, packed . . . 2 Fixtures, Grate, loose . . . 1 Fixtures, Tobacco. See Machi- nery Flux, pressed, in bales . . . 3 Flux Seed. See Seed Flour, in barrels, (estimated weight, 200 pounds) . . . 6 Flour, in sacks . . . 6 Flour, Buckwheat . . . 6 Flour, Corn, same as starch . . . 6 Flour Sack Material. See Cotton Flour, Self-raising, in packages Flues, Copper and Brass, boxed . . . 2 Flues, Iron . . . 6 Flour Spar, L. C. L. Same as Fer- tilizer Spar, C. L. . . . 6 Fodder. See Hay Foli, Tin, in boxes . . . 2 Food Preservatives, packed . . . 3 Forges, Portable . . . 3 Forks. See Agricultural Imp. Fountains, Soda, fully boxed . . . 3 T 1 Fountains, Soda, not taken un- less fully boxed . . . 1	G Fowl. See Poultry Frames, Bed. See Furniture Frames, Door and Window. See Blinds Frames, for Pictures, Mirrors, Looking Glasses, boxed or crated . . . 1 Frames, loose or in bundles . . . 3 T 1 Frames, mounted with Mirrors, or Looking Glasses, when shipped separately from other Furniture . . . 3 T 1 Freezers, Ice Cream . . . 1 Fruit, in cans, boxed, N. O. S. . . . 1 Fruit, in Glass, packed . . . 1 Fruit, Barrels, Dried . . . 4 Fruit, Barrels, Green, prepaid . . . 1 Fruit, Dates . . . 2 Fruit, Dried Currants . . . 2 Fruit, Dried, N. O. S. . . . 3 Fruit, Dried Apples and Peaches Fruit, Grapes, prepaid . . . 4 Fruit, Green, N. O. S., prepaid or guaranteed . . . 3 Fruit, Apples, Peaches (not dried) and other green fruit, in barrels or boxes, C. L. . . . 6 Fruit, Apples, Peaches (not dried) and other green fruit, in barrels or boxes, C. L. . . . 6 Furnaces, Evaporators . . . 1 Furs, N. O. S., Skins and Pel- tries. See Skins Furs, in bags . . . 3 T 1 Furs, in boxes, bundles and trunks, strapped . . . 1 Fuse . . . 1	H Hair, in sacks . . . 1 Hair, Cattle, for plastering, press- ed, in bales . . . 4 Hair, Curled, pressed, in bales, and Hair Rope . . . 2 Hair Goods, manufactured, packed in boxes . . . 1 Hames, in bundles or packed in bales, C. L., or over, mini- mum weight, 20,000 lbs. to car load, all excess to be charged for at proportionate rates . . . 1 Hay, Fodder and Straw, pressed, in bales, C. L., or over, mini- mum weight, 20,000 lbs. to car load, all excess to be charged for at proportionate rates . . . 1 Hay, Fodder and Straw, pressed, in bales, C. L. . . . 1 Heading. See Shooks Head Lights, boxed . . . 1 Heaters, Steam. See Machinery Hemp, in bales . . . 3 Herbs. See Roots Hessians, in original bales . . . 6 Hides, Dry, loose . . . 1 Hides, Dry, in bales . . . 3 Hides, Dry, in bales, compressed Hides, Green . . . 4 Hides, Green, salted . . . 6 Hinges and Hooks, in barrels or casks . . . 2 Hinges and Hooks, in boxes . . . 2 Hives, Bee, empty, set up . . . 1 Hives, Bee, K. D., crated . . . 6 Hobby Horses, entirely boxed or crated . . . 1 Hobby Horses, unboxed . . . 1 Hoes. See Agri. Implements Hods, Coal. See Baskets Hollow Ware, loose, L. C. L. . . . 1 Hollow Ware, loose, shipped separately from Stoves, C. L., not less than 15,000 pounds to be charged for . . . 8 Hollow Ware, packed . . . 8 Hominy, except in boxes, same as Flour . . . 1 Honey, in glass or tin, boxed . . . 1 Honey, in comb, boxed . . . 1 Honey, in barrels or kegs . . . 1 Honey Extractors, crated . . . 1 Honey, Section Boxes and Frames, in crates or boxes . . . 8 Hoofs and Horns . . . 4 Hoop Iron . . . 6 Hoop Skirts . . . 1 Hoops, Barrel, wooden, same as Box Stuff . . . 1 Hoops, Truss, Coopers' . . . 1 Hoops, baled . . . 1 Horns, in boxes . . . 1 Horns. See Hoofs Horse and Mule Shoes, in kegs or boxes . . . 6 Horse Powers. See Agri. Imp. Horse Carriages. See Vehicles Horse, Leather . . . 2 Hose, Rubber . . . 1 Hospital Stoves . . . 1 Household Goods and old Furni- ture, packed, value over \$5 per 100 pounds, and full value expressed in bill of lad- ing, said valuation only to apply in cases of total loss . . . 1 Household Goods and old Furni- ture, packed, value limited to \$5 per 100 pounds, and so expressed in bill of lading, said valuation only to apply in case of total loss, L. C. L. . . . 1 Household Goods and old Furni- ture, packed, C. L., 20,000 pounds, to be charged for value limited to \$5 per 100 pounds, said valuation	I Ice, L. C. L., in casks, prepaid . . . 6 Ice, C. L. . . . 1 Images and Figures, Bronze or Metal, packed, not Iron Statu- ary . . . 3 T 1 Incubators. See Agri. Imp. Indigo . . . 1 Indigo Extract. See Extract Infusorial Earth, same as Food Preservatives . . . 1 Ink, in wood . . . 4 Ink, Printing, in wood . . . 4 Ink, Writing, Fluid, in glass or stone, boxed . . . 3 Insulators. See Glass Iron Bedsteads . . . 4 Iron Castings, in boxes . . . 2 Iron, Bar, Band, Boiler and Jail Plate, Car Wheels and Axles, Wagon and Carriage Axles, Iron Pipe . . . 6 Iron, Wagon and Carriage Skins and Boxes packed in kegs, bar- rels or casks . . . 6 Iron Wagon Skins, loose . . . 4 Iron, Nails and Spikes, Bolts, Nuts, Rivets and Washers, in kegs . . . 6 Iron Plow Plates, Point, Wings, Castings and Steel, wired or packed . . . 2 Iron Bolts, Nuts, Rivets and Washers, in other packages . . . 2 Iron, Bridge, Pig, Scrap, Rail- road, Spikes, Chairs, Frogs, Fish Plates and Fish Plate Bolts, L. C. L. . . . 6 Iron, Bridge, Pig, Scrap, Rail- road, Spikes, Chairs, Frogs, Fish Plates and Fish Plate Bolts, L. C. L. . . . 6 Iron, Bridge, Pig, Scrap, Rail- road, Spikes, Chairs, Frogs, Fish Plates and Fish Plate Bolts, L. C. L. . . . 6 Iron Castings, not Machinery, unpacked, each piece under 200 pounds . . . 3 Iron Castings, heavy, not Machi- nery, unpacked, each 200 pounds or over. See Rule 14 Iron Castings, not Machinery or Sewing Machines, in kegs or casks . . . 4 Iron Crow Bars and Forgings . . . 5 Iron Flues. See Flues Iron Fronts, Girders and Beams, for buildings . . . 4 Iron, Hoop, Sheet and Galvan- ized, in rolls or bundles, wired or crated . . . 6 Iron, Hoop, Sheet and Galvan- ized, boxed . . . 4 Iron Mantels, Grate Baskets, Fronts, Fenders and Frames, packed . . . 2 Iron Mantels, Grate Baskets, Fronts, Fenders and Frames, not packed . . . 1 Iron Nail Rods, not packed . . . 2 Iron Nail Rods, not packed . . . 2 Iron Picks and Mattocks, in bun- dles . . . 3 Iron Picks and Mattocks, in bun- dles . . . 3 Iron Railing and Fencing . . . 8 Iron Retorts. See Retorts Iron Roofing, in rolls or bundles, wired or crated . . . 6 Iron Roofing, boxed . . . 6 Iron Roofing, N. O. S. . . . 3 Iron, Russia, in rolls or bundles, wired or crated . . . 3 Irons, Sad. See Sad Iron Iron, Scrap Sheet, in rolls or bun- dles, wired or crated . . . 6 Iron, N. O. S., boxed or crated Iron Shutters and Doors . . . 1 Iron Sponge (purifying material) Iron Statuary, Chairs and Lawn Ornaments, boxed or crated . . . 3 Iron Urns . . . 3 Iron Vault and Prison Work . . . 4 Iron Wedges and Sledges, in bbs . . . 5 Iron Wedges and Sledges, loose Iron Work, Galvanized . . . 3 T 1 Isinglass . . . 4 Ivory . . . 4 Ivory Black . . . 4	J Jack Screws and Wagon Jacks Japan Ware . . . 4 Japones, in bales . . . 1 Jars, Glass. See Glass Jars Jeans. See Domestic Jellies, in glass, packed . . . 1 Jellies, in cans, boxed . . . 1 Jellies, in wood, N. O. S. . . . 3 Jugs. See Earthenware Junk and Jute . . . 6 Jute Butts . . . 6 Jute Waste or Tailings. See Waste	K Kainit. See Fertilizers Kalsomine, same as Paints Kegs, empty, N. O. S., same as Kegs, Ale and Beer, empty, es- timated weight 30 lbs. . . . 3 Kettle, Large Iron . . . 4 Kerosene. See Coal Oil Kindlings . . . 1 Knapsacks . . . 1 Kowrie. See Gum
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Should be used a few months before confinement
Send for book "To Mothers," mailed free.
BRADFIELD REGULATOR CO., Atlanta, Ga.

WOMAN.

The "Mother's Friend."

By the use of this liniment the delicate parts and organs directly involved, and which are undergoing such wonderful changes, are *relaxed and softened*, the muscles and all those ligaments which now have to perform the part assigned them in the creation of this perfect being—*woman—are induced to permit*, without such unpleasant and distressing protest, that *necessary expansion* which must, in the process of nature, take place. Its lubricating properties are such that it *assists all the parts* to perform their functions, and by its continued use an almost painless delivery is the result—at least a safe one.

I hold thee and helpless form
Press'd closely to my happy heart—
Why, baby!—mine by mother divine—
The right of pain—a rival's part.

Oh, wondrous life! so fair and new,
Thou, my dear babe, art my heart's true
Oh, beautiful soul! so lately sprung
A sparklet from the Source Divine!

* God's priceless gift! you come to me
Embedded in this little form
My soul's dear babe, my heart's true
As flowers the sunshine, soft and new

* What realms are opened to my sight!
I tread the regions of the blest;
I feel the angels' wings about me
Lie fair and helpless on my breast.

* A tiny bud, whose flowers complete
May bloom to bless my waning year
Oh, Morn'ngloom! you hold a bliss
That shall be mine, my dear dear dear

A trial of THE MOTHER'S FRIEND is all we ask of any one to convince them of its merits and obtain for it an enthusiastic friend.

Send for our book, "To Mother's" mailed free.

BRADFIELD REGULATOR CO., Atlanta, Ga.

- **MAKES LABOR SHORT AND COMPARATIVELY EASY.**

ATLANTA, Ga., Feb. 12th, 1885.

GENTLEMEN—There is no doubt in my mind that your **MOTHER'S FRIEND** is the greatest blessing which has come to women who bear children. I know this from the experience with it in my own family. I am slow to rush over any patent medicine, but when an article robs your wife of the awful dread of confinement by making the labor short and comparatively easy, it comes home to you, and I feel that it would be doing injustice to my feelings for my fellow-beings if I did not speak of it. This is the remedy (in my opinion) which our Great Creator has permitted to come to woman as an alleviation of the curse pronounced on Eve for her disobedience and sin. Every woman who is *excellent* should use it. I have known it to give great relief even after the labor pains had commenced. Its use can be commenced at any time during pregnancy, but the sooner after the third month the better. It relieves the mind and aches and pains with which many ladies suffer. Every woman in the world should know of your **MOTHER'S FRIEND**.

(Name withheld by request.)

INDISPENSABLE.

I consider MOTHER'S FRIEND perfectly indispensable to those expecting to become mothers.

WOULD NOT BE WITHOUT IT

AUGUSTA, GA. Feb. 26th, 1885.

I used MOTHER'S FRIEND before my fifth confinement, and can say that it is a wonderful remedy. I passed through the great crisis with less pain than formerly, and looked and felt so well afterward that all my friends remarked it. I would not be without MOTHER'S FRIEND for any consideration.

Mrs. A. E. T.

PHYSICIANS ASTONISHED.

NEW ORLEANS, LA., January 19th, 1885.

Enclosed you will find a P. O. Order for another bottle of "MOTHER'S FRIEND." My daughter used the liniment six weeks before her confinement. Her *rapid*, safe and comparatively painless delivery was a wonder to her physician, her midwife, her nurse and her friends; more especially too, as it was her first child. At my suggestion, a lady friend of mine who spent the summer in North Carolina, used the liniment, and sent me word she would like to thank you on her knees for telling me of it. My daughter, who had never before had suffered untold agony for twenty-hours, had two doctors, chloroform, instruments, etc., and the last one was so easy, quick and safe it was like magic. I saw your advertisement about a year ago in "The Southern Cultivator and Dixie Farmer," and thought they would not publish a humbug. I also heard something about it last summer in Northeast Georgia. Please do not publish my name, but I would like to tell every woman in the world about it, and about the wonderful cures of "MOTHER'S FRIEND" for all the lady troubles.

I am Yours Respectfully,
(Name withheld by request of the lady.)



"The world was sad—the garden was a wild,
And man, the hermit, sighed till woman smiled."

EFFECT WAS MAGICAL.

MEMPHIS, TENN., March 21st. 1886.
Two or three months ago a friend advised my wife to use MOTHER'S FRIEND, as she was in a delicate condition. She had used two bottles at the time of her confinement, and its effect was magical.
H. G. M.

SUFFERED LESS THAN EVER BEFORE

A gentleman writes: "My wife used MOTHER'S FRIEND at her fourth confinement, and her testimony is that she passed through it with one-half the suffering of either of her former confinements, and recovered from its effects in much less time. She also recommended it to a lady friend who was about to be confined for the first time, and she says she never saw any one pass through this great trial with so much ease and so little suffering.

EVERYONE EXPECTING TO BE CONFINED SHOULD USE IT

A distinguished physician of Mississippi writes: "Everyone expecting to be confined should use MOTHER'S FRIEND, for during a long obstetric practice I have never known it to fail to produce a safe and quick delivery."

ALLEVIATES ALL ACHES AND PAINS.

I wish to add my testimony in favor of MOTHER'S FRIEND. I wish my voice could reach every woman in the land who waits the inevitable hour of child-birth with dread and foreboding. MOTHER'S FRIEND alleviates all the aches and pains of pregnancy, makes birth quick, easy and comparatively painless, with no ill effect afterward.

(Name withheld by request.)

• • • •

Lincolnton, N. C.

THE MOTHER'S FRIEND is a Liniment for *external use* during Pregnancy, and is sold by the leading druggists in the country at one dollar and fifty cents per bottle; but if your druggist can not or will not furnish it, remit the amount to us, and we will send to you by express, or write us and we will let you know from whom to order it.

Certificates cannot be published, for, as remarked by a distinguished member of the legal profession of this city, when purchasing a bottle, "its merit can only be made known by word of mouth."

The instinctive modesty of mothers is such, that they shrink from attaching their name to a published certificate, but we know many who do say to their friends, "We have tried it, and would have it if the cost was twenty times what it is." Were we permitted, we could publish hundreds of endorsements from all ranks of society.

CAN BE OBTAINED

OF ANY OF THE FOLLOWING

Wholesale Druggists:

Lamar, Rankin & Lamar, Atlanta, Ga.
 " " " " Macon.
 Brannon & Carson, Columbus.
 Lippman Bros., Savannah.
 Solomon & Co., "
 Dowie & Morse, Charleston.
 Dr. H. Baer, "
 W. H. Green & Co., Wilmington.
 T. C. Smith & Co., Charlotte.
 W. M. Wilson & Co., "
 Purcell, Ladd & Co., Richmond.
 Owens & Minor, "
 Gilpin, Langdon & Co., Baltimore.
 McKesson & Robbins, New York.
 C. N. Crittenton, "
 Tarrant & Co., "
 W. H. Scheffelen & Co., "
 John D. Park & Sons, Cincinnati.
 Peter Van Schaack & Son, Chicago.
 Richardson Drug Co., St. Louis.
 Meyer Bros. Drug Co., "
 " " " " Kansas City.
 Woodward, Faxon & Co., "
 R. A. Robinson & Co., Louisville.
 Arthur Peter & Co., "
 Spurluck, Page & Co., Nashville.
 Berry, Demoville & Co., "
 Fendleton Drug Co., "
 S. Mansfield & Co., Memphis.
 Van Vleet & Co., "
 C. H. Wilkerson & Co., "
 W. J. Lincoln & Co., Little Rock.
 Crowders Drug Co., Dallas.
 Conklin, George & Gaines, Houston.
 Thompson Drug Co., Galveston.
 I. L. Lyons & Co., New Orleans.
 Finlay & Brunswig, "
 Van Antwerp & Co., Mobile.
 Irvine Garside & Alexander, Montgomery.
 Cauthon & Coleman, Selma.
 M. Block & Co., Chattanooga.
 Chapman, White, Lyons & Co., Knoxville.
 Sanford, Chamberlain & Albers, Knoxville.
 Berry & Pardee, Chattanooga.

HOME REFERENCES.

No doubt, in sections where we are not known, the question will be asked, "Who are the Bradford Regulator Company? Are they reliable?" etc. Hence, we refer any one doubting the standing of this Company, or the virtues of their remedies, to a few prominent business men of this city:

J. W. Rankin, Secretary and Manager Swift Specific Co.

D. M. Bain, of Bain & Kirkpatrick, Wholesale Druggists.

W. A. Gregg, of Beck & Gregg Hardware Company.

W. M. Crumly, of Beck & Gregg Hardware Co.

Chas. A. Collier, Alderman.

Dr. C. S. Newton, of The Swift Specific Co.

Asa G. Candler & Co., Druggists.

Hon. H. G. Hutchinson.

W. M. & R. J. Fry, Bankers.

Lamar, Rankin & Lamar, Wholesale Druggists, Macon and Atlanta, Ga.

Always, in ordering, write plainly and give name of Express Office.

BRADFELD REGULATOR CO.
Atlanta, Ga.

SHORTENS LABOR!
LESSENS
PAINS ATTENDING IT.

Should be used a few months before coming to term.
Send for book "To Mothers," mailed free.
BRADFIELD REGULATOR CO., Atlanta, Ga.

**DIMINISHES DANGER TO LIFE
—OF BOTH—
MOTHER AND CHILD.**

Should be used a few months before confinement.
Send for book "To Mothers," mailed free.
BRADFORD ASSULATOR Co., Atlanta, Ga.

A BOON TO CHILD BEARING WOMAN!

Should be used a few months before confinement.
Send for book "TO MOTHERS," mailed free.
PACIFICATOR Co., Atlanta, G.

BRADFIELD REGULATOR 111

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CHATTANOOGA.

The Manufacturing and Commercial Center of the South.

ITS MARVELOUS GROWTH IN THE PAST DECADE.

A New Metropolis in the Galaxy of American Cities Arising from the Ashes of the War.

DISTINCT BY NATURE TO BE A GREAT CITY.

A Brief Summary of Its Wonderful Progress, Its Unexampled Prosperity, Its Brilliant Future.

UNSURPASSED AS A MANUFACTURING POINT.

Unequaled Water and Rail Transportation Facilities, and the Center of the Mineral District of the South.

CENTER OF A FINE AGRICULTURAL DISTRICT.

Its Picturesque Surroundings, Rendered Famous in History and Song, and Its Salubrious Climate.

RAPID GROWTH OF ALL LINES OF MERCANTILE PURSUITS.

What Chattanooga Has Done for the Men who Have Lived within Its Boundaries: Fortunes Rapidly Made in All Legitimate Branches of Trade.

ON THE THRESHOLD OF A NEW ERA OF PROSPERITY.

Heretofore Unequaled in the History of Our Country, and Scarcely Dreamed of by Its Most sanguine well-wishers.

A Remark among men in the war period was "All men with through tickets to hell and stop-over privileges at Chattanooga, take the through train for their destination." Expressions such as these serve to demonstrate the estimate in which Chattanooga was held from 1865 to 1870, and the superficial conditions of the city at that time.

It is not necessary to dwell upon the devastation of the terrible battles that were waged within its gates, supplied of every resource by the insatiable greed of immense armies, its buildings razed, a straggling village with no permanent residents, the city a mass of ruins, and the heart of the nation in contemplating its future.

Such was its condition up to 1870. Without schools, with only a church or two, no social order, and the whole fabric of municipal government destroyed, Chattanooga was a city of ruins, and the only business that had been left for the city was the sale of the ruins of the city.

What is the record? In 1870, 3,500 inhabitants; 1875, 6,000; 1880, 12,800; 1885, 25,000; 1890, 35,000; and including the negroes nearly 40,000.

What is its wealth? In 1870, the assessed value of property was \$1,100,000; in 1880, \$1,800,000; in 1885, \$2,500,000; in 1890, \$3,500,000; and in 1895, \$4,500,000.

What is its banking capital? In 1870, the banking capital was not \$100,000; in 1880, it was \$200,000; in 1885, it was \$300,000; in 1890, it was \$400,000; and in 1895, it was \$500,000.

What is its commerce? In 1870, the commerce of the city was not \$100,000; in 1880, it was \$200,000; in 1885, it was \$300,000; in 1890, it was \$400,000; and in 1895, it was \$500,000.

What is its industry? In 1870, the industry of the city was not \$100,000; in 1880, it was \$200,000; in 1885, it was \$300,000; in 1890, it was \$400,000; and in 1895, it was \$500,000.

What is its population? In 1870, the population of the city was not 3,500; in 1880, it was 6,000; in 1885, it was 12,800; in 1890, it was 25,000; and in 1895, it was 35,000.

What is its future? In 1870, the future of the city was not bright; in 1880, it was bright; in 1885, it was brighter; in 1890, it was brightest; and in 1895, it was the brightest.

What is its present? In 1870, the present of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its position? In 1870, the position of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its reputation? In 1870, the reputation of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its character? In 1870, the character of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its destiny? In 1870, the destiny of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its power? In 1870, the power of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its influence? In 1870, the influence of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its glory? In 1870, the glory of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its fame? In 1870, the fame of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its honor? In 1870, the honor of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its respect? In 1870, the respect of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its admiration? In 1870, the admiration of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its love? In 1870, the love of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its devotion? In 1870, the devotion of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its loyalty? In 1870, the loyalty of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its fidelity? In 1870, the fidelity of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

What is its integrity? In 1870, the integrity of the city was not good; in 1880, it was good; in 1885, it was better; in 1890, it was best; and in 1895, it was the best.

office was established here, was the golden mean. Chattanooga expended over \$300,000 for new churches in the past two years, and will spend \$200,000 for the same purpose in the coming year.

Chattanooga is the first and only city in the south to make Bessemer steel.

The wholesale business of Chattanooga has increased 10 per cent in the past year, and will increase 20 per cent in the coming year.

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